

Free Inspection For a Year on Truck Service

Aetna Motors Plan Outlined by Head of Company; Believes in Explicit Understandings

One of the features of the service plan under which Wilson trucks are sold in New York by the Aetna Motors Corporation is a system of twenty-four semi-monthly free inspections. The truck may be brought in at the owner's convenience, day or night, on the day specified for the inspection.

Regarding the service plan, D. Jacobson, president of Aetna Motors, says: "We feel that in every other business, if a man has invested several thousands of dollars, he would undoubtedly have some method of checking up the condition of this business, and would either employ an expert bookkeeper or accountant to advise him periodically of these general conditions. We can do likewise for the owner of a motor truck."

"We know motor truck operators are sometimes kept so busy that very little time can be given to the inspection of the truck, yet if their attention were called to little faults here and there the life of a motor truck, which is usually from five to seven years, could be materially prolonged. With this inspection, free to the owner for the first year after his purchase, he will then have been able to secure sufficient experience to care for it thereafter. He may receive or enter into an arrangement whereby it may be continued for him."

"We have set out with the absolute object of satisfying our customers. The conditions have been set forth plainly in our service plan. I believe we are the only organization in New York to go on printed record in saying 'If the fault is of the truck we pay. If the fault is of the owner through neglect, carelessness or accident, he pays.' Usually this last sentence is omitted. The Aetna Motors Corporation has placed itself on record for doing certain and specific things, and has not played with generalities as usually used by the laquacious artists sometimes employed as motor truck salesmen."

De Palma's Record One For Goodyear Tires, Too

Fast Performance at Sheepshead Bay Made on Cord Casings in Non-Stop Fashion

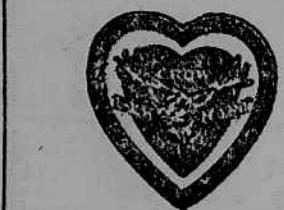
In the automobile races at Sheepshead Bay, when the fifty-mile international sweepstakes, the main event, was captured handsily by Ralph de Palma in a Packard car in 26 minutes 23.5 seconds, clipping 34 seconds from the former record established by Louis Chevrolet in 1917 on the same track, the setting up of this new mark was a victory for Goodyear cord tires as well. De Palma completed the entire race on Goodyears in a wonderful non-stop run.

The first ten miles of the race was an exciting contest between Ralph Mulford and De Palma, with first one then the other leading, but the Italian proved the better pilot, and after taking the lead on the tenth mile was never headed, although Mulford hung close up to the fortieth mile, when mechanical trouble forced him out of the race.

Dave Lewis in a Meteor, Joe Boyer piloting a Frontenac, Joe Thomas at the wheel of a Mercer and Denny Hickey in a Stickle finished in the order named, all making non-stop runs on Goodyear cord tires.

Report Keystone Tire Business Much Increased

The Keystone Tire and Rubber Company reports a greatly increased demand for Keystone tires since the 6,000-mile guarantee has been in effect. Reports from stores and agencies in San Francisco all the way down to Panama and up to Maine show material increases in sales. Indications are that the June business will more than double the record-breaking business of June a year ago, it is stated.



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Latest Thing in Motor Ambulances



This ambulance was given to the Motor Corps of the Atlantic Division of the Red Cross by Charles M. Schwab. It is one of the handsomest and most completely equipped examples of automotive ambulance and is on a Cadillac "eight" chassis. It is for use in special ambulatory cases.

Be Prepared; Then Your Tour By Motor Will Be Enjoyable

Things to Look After Before You Start Your Journey That Will Insure You Going All the Way Through in Comfort

By H. Clifford Brokaw

Technical Director West Side Y. M. C. A. Automobile School

With the advent of the warm days and nights of June comes also the auto tour. Of course, because of the fine weather of the spring there have been many touring parties already, but they have been chiefly week-end trippers. Now comes the tour. It may be made a delightful experience treasured away in memory, or a series of frightful, dolorous events, a nightmare as we recall it later. It depends not upon luck or fortuitous circumstance, but upon preparation, personal and material.

Personal preparation consists in learning one's car so that troubles are readily located and become only incidents; in understanding its whims and ways and knowing just what to do and having on board the things to do it with. Often an otherwise perfect tour may be marred because, when the starter failed to start you found that the starting crank had been left behind, or the extra spark plug was missing when needed to replace one fouled with carbon or accidentally broken.

The secret of success in touring is to plan your tour—not only where you are going, but what you need to insure that you go at all. First of all, there is the car to be all gone over. If you are to do any real touring you need a real car to do it. The light cars get there, but must necessarily be driven more slowly and a great deal more carefully. Some of the small cars are very skimpy on brakes and on long hill, there is a tendency to burn out the brake lining. This danger may be obviated by using the foot and hand brakes alternately; also drive more slowly so that less heat will be generated—at least not so fast.

Naturally, the car should be thoroughly cleaned before going on a tour. This means not only the parts which show, but the working parts underneath. The transmission and differential gear cases should be drained, washed out with kerosene and have fresh lubricant. Grease cups and hub cups need refilling (if needed), and every working part should be inspected for wear while being lubricated. Clean the crank case and run kerosene through the lubricating system. Drain this off and put in fresh oil.

If the engine is inclined to knock on hills have the carbon removed before starting. Test out the compression and

grind in the valves where needed. Examine the spark plugs and make sure of the extra ones; look over the wiring for worn insulation, loose wires and other defects. See that the magneto, or breaker points, are clean and properly adjusted and that the distributor is clean, and make sure that the battery has a good charge. Take along a set of dry cells if there is no magneto. If necessary, have battery recharged at a service station.

Generator and starting motor commutators need inspection and perhaps cleaning and tuning up. Look well to the springs. They do crack and a broken leaf is likely to make trouble on a tour. Replace cracked ones and carry a repair attachment. Naturally, the tires should be in condition to stand the trip. Two extra shoes with tubes inflated ready to put on are needed and extra tubes, according to the length of the trip. Also have cement, patches and a rapid vulcanizing outfit. Your troubles, doubtless, will come far from a garage.

Make sure that your fire extinguisher is a real one—is filled and in working order. It is good to empty it once in a while and test, by filling with water and pumping it through, drying and refilling with the carbon tetrachloride preparation. You will not need the extinguisher often—when you do, it is worth the price of the car.

Some of the things you need to take along for emergency, in addition to what has been previously suggested, are:

Set of ignition brushes, boxed and labelled.
Tow rope.
Jack and handle and two blocks of wood to rest jack on.
Box of plungers for tube valves.
Three-in-one valve tool.
Tire pressure gauge.
Wrench for interrupter points.
File for cleaning the points.
Hydrometer or voltmeter for testing storage battery.
Oil squirt can, filled.
Box of assorted nuts, assorted cap screws, lock washers and cotter pins.
Spool of copper wire and one of soft iron wire.
Extra set of electric light bulbs.
Clean waste or rags.
Set of fuses, if used on car.
Folding canvas pail.
Full set of tire chains and chain tool; extra cross links.

Most of these things should be boxed and labelled, as they will be used seldom. Naturally pliers of one or two sizes, a small hammer, wrenches to fit

Ford Engines Pass 3,000,000 Mark

On December 15, 1915, at 1:55 p. m., the Ford Motor Company cast the one-millionth Ford Model T motor, the famous power plant of the famous Ford car.

On April 8, this year, at 1:30 p. m., the Ford Motor Company cast the three-millionth Model T motor, identically the same as the first Ford Model T motor cast.

car nuts, a cold chisel or two, tools for tire and engine valve removing and the regular tools used about the car should be in the tool box. Your particular fancy may suggest other equipment.

Although a tour planned along good state roads may not suggest other than smooth running, this year there will be many detours where roads are being repaired, and soft dirt roads on a wet day are so slippery that three or four tire chains are needed, in order that the front wheels may be kept on the road as well as the rear ones.

Always carry an extra gallon of oil, and unless there is a reserve gasoline tank on the car take a gallon can of gasoline. This will get you to a gas station.

Remember that morning and evening, in high altitudes especially, or stormy days, call for added wraps. Carry sweaters, raincoats and rubbers. It might be necessary to change tires in rain and mud, if nothing else.

Because of the multitude of cars on main highways more comfort and less dust would be had by planning a trip off beaten paths, for there are plenty of good, or at least fair, roads not mentioned in the average tour suggestion. They are shown in the guide books and one may prefer less company and more opportunity to enjoy nature at her best.

Above all do not plan a trip which calls for top speed to make the stops. Rushing around to get somewhere for lunch so there will be time to get to some other place to sleep is too much like a race. Allow lots of time and if you get ahead of schedule hunt out beauty spots for a visit.

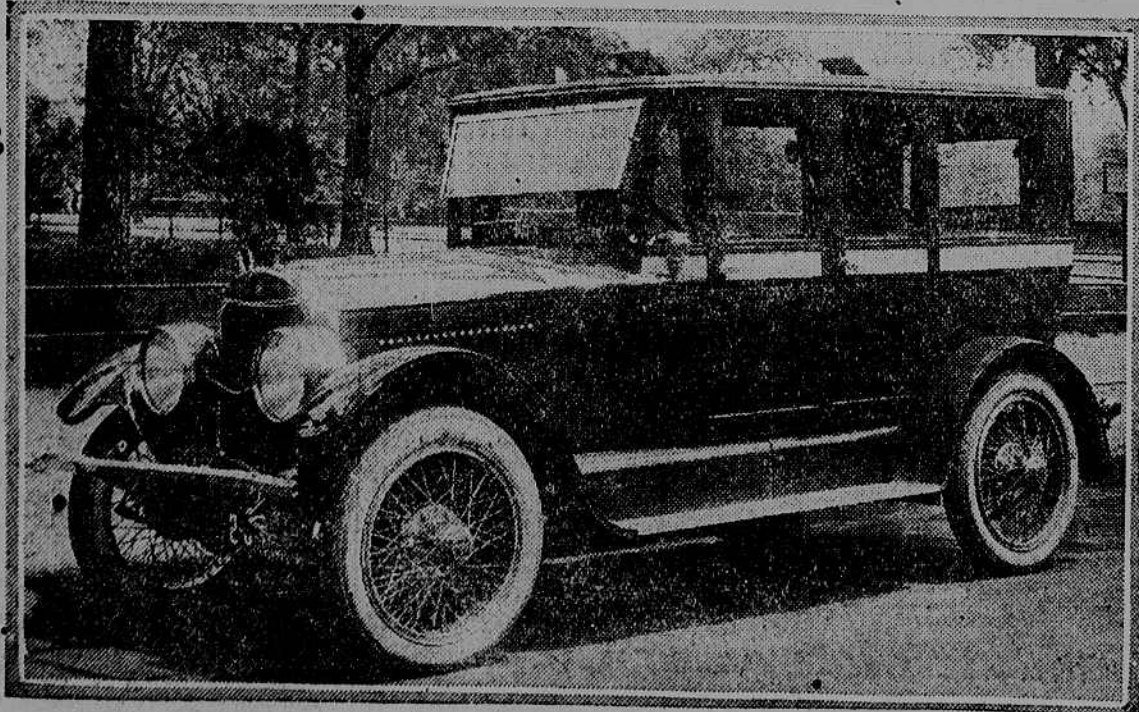
For instance, between Port Jervis and Delaware Water Gap there are four or five side trips to charming waterfalls and spots where folks rave over nature's handiwork. Almost none of the tourists passing over the fine state road ever see the real beauties of the trip, being in a hurry to get somewhere for a good meal. In a land where most hotels are good the leisurely tourist misses no gastronomical delight and gets all the other delights.

Summed up, the requirements of the perfect tour are working knowledge of your car, equipment for quick repairs or adjustments and time to enjoy yourself.

"As Usual"

The first, second and third prize winning cars in the Indianapolis 500-mile race were equipped with American made Bosch magnetos.

Combines Sedan With Limousine



The above represents not only a new body for the King car, but a new contribution to motor nomenclature. This combination of limousine and sedan has been christened "Limousan," by W. B. Nesbitt, vice-president of the King Car Corporation. It is a strikingly appointed closed model and one of the most attractive special jobs the King company has turned out.

Firestone CORD TIRES

New Standard
Over-Size

Extra Heavy
Non-Skid

THIS LATEST Firestone, the Cord tire of greater diameter, offers not only the limit of air capacity established but a new non-skid tread of greater road-grip and power-economy.

The dealer who sells you this Firestone equipment is thinking of your returns in cost per mile as well as his own returns in making most friends. Let him give you the advantage of

Most Miles per Dollar